THE BUREAU OF INDIAN AFFAIRS

Commissioner Parker's Defence of His Administration.

Explanations Respecting Alleged Frauds.

OFFICE OF INDIAN AFFAIRS, Jan. 12, 1871. }
SIR-During my necessary absence in the Indian Perritory, whither I had gone, under your orders, to tend the General Council of the Indian tribes of at Territory, a letter addressed to you by Mr. many of the daily prints, alleging frauds in the purchese and transportation of goods for the Indian service during the past year. I did not see this letter until my return to the States, near the close of December. I also subsequently learned that the Appropriation minutee of the House of Representatives had en ordered to investigate the same. I deem it, sectfulty to request that the reply be flied in your pally to contracts entered into for beef and flour and the transportation of Indian goods to points on the Missouri river, principally for Stoux of Dakota. The charges are very seral and cannot therefore be answered as specifiy as might be desired. To a proper and fair unrstanding of the action of this office, in entering to contracts for beef and flour, it is necessary to xplain that an arrangement existed with the comssary branch of the army to feed Indians, the Sioux Daketa not included, until July 1, 1870, the same be paid for out of the appropriation of April 0, 1869, of \$2,000,000, "to enable the President to maintain the peace among and with the various civitization among said Indians, bring them, where ticable, upon reservations, relieve their necessi-The Sloux of Dakota, the Southern Cheyennes and Arapahoes, and the Klowas and Comanches, whom the Peace Commission of 1867 hp. located about agencies they had established, received most of the benefit of this inshed, received most of the benefit of this prrangement. All innulliar with Indian affal 8 will admit that these tribes of Indians are among the wildest and most warlike of the remaining Indians of the United States. The inducement held out to them to cease their warlare against tree clitzens of the United States and settle upon reservations was that they should be clothed and fed and minmarely taught the useful aris pertaiting to civilized life. A large portion of these indians and teen thus located and fed and clothed for more than eighteen months previous to July 1, 1872, and during that time a comparative peace had been maintained a long the Western Brontier. It was known and admitted by all who had dealings with them that it was only the food and clothing that kept them a lout the agencies: and it was the unceasing apprehension of all that the moment their supplies crased they would abandon their agencies and at once resume their nomadic habits, taking from citizens whatever they might tancy and matigurating a war if deemed to their advantage. In the month of June last but little prospect existed of passing the Indian Appropriation bul before the 1st of July, at which time the arrangement with the Commissary Department was to terminate. In May and June, 1870, Red Cloud, Spotted Tail and other Soux visited Washington to secure better understanding with the authorities of the United States respecting their rature. They were assaired that if they stayed upon their reservations and remained at peace they would be fed and clothed. The Indiana then complained that they had not been either well fed or sufficiently clothed. No positive promise upon any matter? presented by them was made on behalf of the Indian Office as everything depended upon the actiops of Congress on the Indian Appropriation bull, then pending in that body. The fact was patent to the indian office and all amiliar with monthly find the indian office as everything depended upon the actiops of congress on the Indian war. Such a fresh was the to rrangement. All lamillar with Indian affat s will mit that these tribes of Indians are among the The treaties with the Southern Cheyennes and Arapanoes and the Klowas and Comanches embrace
no supulation of subsistence for them and
is a serious oversight, as without it peace cannot
long be maintained. Up to June 15, 1570, no Indian
appropriations had passed, and deeming it of the utmost importance that immediate steps should be
taken to keep up the Indian supplies, I looked about
to find some responsible party who could furnish
the necessary supplies within a limited time, and
take the risks of appropriations being made to pay
for the same.

take the risks of appropriations being made to pay for the same.

Among the many persons who were either recommended by iriends or applied in person to do the required work I sek cited Mr. Resier. I had no particular personal knowledge of him, but he was represented to me as having at different times supplied the army posts on the Missouri: Rad also had some dealings with the Peace Commission in the matter of furnishing supplies for them during their nearountions with the Indians, and was generally familiar with every dial-culty to be overcome in contracting on the Missouri river. The manner in which he executed his contract fully justifies the confidence the office placed in him. An abundance of good provisions was soon supplied. The Indians did not abandon the ascencies, and an apprehended expensive indian war was arrested. But it is alleged that the prices for beef and flour were too high. To this I can only say that, with the information the office then possessed, they did not seem extravagant. Preceding July I, 1869, General Harney, acting under the sanction of the Peace Commission, pad for beef 7 100-100 cen's per pound, gross weight, for feeding these same indians. The same commission paid of cents at Fort Laramic, I was also credibly informed that the Commissary Department were paying 5 cents for beef at Fort Randall; 5 10-100 cents at Fort Rice, and had at times paid as high as 7 cents per pound at the latter place. Five cents had been paid for the oeef in Stoux Chy, and in 1859 the Commission pead of flour \$6 per 100 pounds; in 1863 Indian Commissioner Taylor paid \$6 50 per 100 pounds, delivered at the Ponca and Yankton Argenies; \$9 at Crow Creek; \$11 at Fort Sully, hear which the Cheyenne Agency is now located, and \$12 50 at Fort Rice, near which is the Grand River Agency. Supermendent S. M. Janney has paid during the past summer; for use at the Santee Agency, \$3 50 per 100 pounds, General Harsey, while in charge of these Indians. They would make no agreement until assured by an appropriation by Comp or the same.

THE CONTRACTOR, HIS WORK AND PAY. not occur. Hence it was evident that there was an emergency demanding not only immediate action, but action which would not properly be subject to the rule of ordinary purchases or contracts, because the time within which a large amount of beef and flour must be delivered at points remote from the depois of supply was very short, less than a month, and a large amount of capital, some \$300,000, must be risked upon the contingency of a future appropriation—an investment which would not be made, at any rate by a majority of those governed by the regany rate by a majority of those governed by the reg-ular rules of trade; and while other contracts and any rate by a majority of those governed by the regcular rules of trade; and while other contracts and
purchases is the same locality are presented as giving a scale of prices, and this purchase is submitted without besitation to their test, it should
be borne in mind that they were made in the
main when there were funds in the hands
of the parties contracting or applicable for their
payment. Such being my general miermation and
impressions at the time to arranging terms with Mr.
Bosler, I feel confident that the bargain was not a
bad one. As before stated, he promptly executed
his work. No fandt has ever been found by the Indians with the quality of the supplies he furnished,
or that the quantity was deficient except in the
weight of beer at the Cheyenne Agency, referred to
in saidletter. The papers show that at this time
the agency scales were out of repair; that every pix
caution was then taken to the manner practised at
fronter posts to get at a correct average weight of
the cattle, and experts were called in from Fort
Sully to assist in the manner of arriving at the
weight, and the contractor had a right to expect pay
for weights thus agreed upon.

The Fray's Fall Fork Transportation.

weight, and the contractor had a right to expect pay for weights thus agreed upon.

THE PRICE PAID FOR TRANSPORTATION.
Respecting the transportation, to which reference he also made as being high, and therefore concusive of irand, I reply that nearly all the Indian freight, cens.stung of annuity goods and some other supplies, reached Sienx City in October, at a time when navigation on the Upper Missouri had nearly when navigation on the Upper Missouri had nearly ween an approach of cold weather, and it made the very best terms I could

mage continues the upper river to insure the certain mage continues the upper river to insure the certain may of the indian freight. The prices pand, in the compared of the c

THE TARIFF.

How the New Thing Works-Bungling Somewhere.
The revenue tariff of July 14, 1870, which went

into operation on the 1st of January, 1871, seems to have caused considerable trouble, among importers of wines and liquors. The section relating to the importation of liquors reads as follows:-

Brandy and other spirits manufactured from grain or other mate dais and not otherwise provided for, two dollars per proof gallon.

Under the old law brandy paid three dollars per n, and two dollars and a half per gallon on all other liquors. This law was in force up to the 1st of other liquors. This law was in force up to the 1st of January, 1871. Importers, in their circulars for the vear, based their prices on the new tariff as meaning two dollars per gallon on all liquors. On the 3d day of January the new law took effect. Two dollars per gallon was received for all liquors at the Custom Hease, and up to two o'clock on the afternoon of the 4th of January this amount was received as the duty upon all imported liquors. After that time

ceived as the duty upon all imported liquors. After that time

IMPORTERS WERE ASTONISHED to learn that the Deputy Collectors fixed the rate on brandy at two dollars and other liquors at two and a half, the same rate as in the old law. The Collector was appealed to by the importers, who were referred to Assistant Collector Clinch, who held that only brandy was provided for in the new tarrif and that the other liquors were provided for in the old act and at the old rate. That this ruling was contrary at least to the spirit of the law may be found in the fact that the bill itself was intended by Congress to reduce taxation generally. General Schenck, now Minister to England, the chairman of the Committee of Ways and Means, to whom the matter was referred, stated that the bill as amiended was a reduction, and in that light it was passed by both houses. Another fact worthy of notice is that under the present ruling gin and whiskey. Scotch and Irish, bought on the other side at from forty cents to one dollar per gallon pays more duty by fifty cents per gallon than French brandy which costs ten dollars in gold per gallon in France. Many merchants find that this hobble, which is

EVIDENTLY A MISTAKE

either in the engrossing of the law or its interpre-

gallon in France. Many merchants find that this hobble, which is

EVIDENTLY A MISTAKE

either in the engrossing of the law or its interpretation by the odicials here, causes great trouble. Nearly all the importers have sold liquor according to the terms of their price lists, based on the reduction of the tarin. The government holds the importers' bonds and will not release them until they have paid the amounts claimed by the government as duties neglected to be charged; while, on the other hand, the importers' customers in many cases refuse to pay an additional rate, and many houses—a very large house among others—refuse to demand additional rates from their customers, and state that they will stand by their bargains whether the government breaks faith with them or not. The Secretary of the Treasury states that he will not rate in the matter until the question comes before him on an appeal from the Collector of Customs here. J. H. Stedwell, late deputy collector of the Turic division of the Custom House, has been retained by the importers, and is now in Washington for the purpose of obtaining either the Secretary of the Treasury's lavorable decision or a joint resolution of Congress amending he law.

THAT FATAL BOILER EXPLOSION.

Conclusion of the Coroner's Inquest-Verdict

of the Jary.

After three pretracted sessions Coroner Whitehill and a jury got a verdict at an early hour yesterday morning in the case of Nicholas Stephens, Daniel Mulholland and Francis Xavier Lussien, who lost their lives on the evening of the 29th ult., by the explosion of a boiler at the iron foundry of W. L. Miller, Defreese & Co., North Thirteenth street, Williamsburg. The following is

liamsburg. The following is

THE VERDICT.

"We find that the deceased, Nicholas Stephens, Francis Xavier Lussien and Daniel Mulholland, came to their death from the explosion of a boiler in the iron foundry of Miller, Defreese & Co., North Thirteenth and Second streets, and that the cause of the explosion was insufficiency of water in the boiler through the neglect of the engineer. Nicholas Stephens, and further that said boiler was used without having been inspected, and that it should have been inspected by the boiler inspector, who had been notified."

EUROPEAN MARKETS.

LONDON MONEY MARRET.—LONDON, Jan. 12—1:50 P. M.—Consols, 92% for money and the account. American securities quiet. Five-twenty bonds, 1862, 89%; 1865, 89%; 1867, 89%; ten-forties, 88. Stockssteady; Erie, 18%; Illinois Centra, 184; Atlantic and Great Western, 28%. Liverspool. Corron Markett.—Liverspool. Jan. 11—4:30 P. M.—Cotton closed quiet and steady. Midding uplands, 77%; midding Orienns, 8%d. The sales of the day foot up 12,000 bales, including 2,500 bales for speculation and export. LIVERPOOL, Jan. 12-120 P. M.—Cotton dull. Middling uplands, 75d. a 7/4d.; middling Orieans, 8d. a 85/d. Sales 10,000 belos.

LAFERPOOL BEFAINSUIFFS MARKET.—LIVERPOOL, Jan. 12-120 P. M.—Wheat—California white, 11s. 7d.; red Western, No. 2 to No. 1 new apring, 16a a 10s. 6d.; red winter, 10s. 10d. Corn. No. 2 mixed new, 32s.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, Jan. 12—130 P. M.—Provisions rumain unchanged in price since the close yesterday. Lard, 88s. 6d.

LONDON PRODUCE MARKET.—LONDON, Jan. 12—1:30 P. M.—Linscod oil, 429 a 429 Ss. Common resin. 6s. 3d.

THE BOSTON SMUGGPRS.

A Couple of Principals For Guilty and the Accessories charged.

The Conviction of Custom House Officials
Thwar by the Abrence of Witnesses in Canada.

BOSTON, Jan. 12, 1871. to have been on trial here in the United States Jourt during the past three weeks, was finished to of the principals in the stupendous transactions, were found guilty, but their counsels filed motions to have the verdict set aside, on the ground that it was contrary to the evidence in the case. Perry, Preeman, Skeele and Underwood, who were in the employ of the men found gulity, were acquitted by the jury, and they were discharged. Mr. Restieaux, the confidential detective of the Collector of the Boston port; Mr. Sanderson, another officer in the Boston Custom House, and Mr. Gameld, of Brooklyn, N. Y., and an officer in the New York Custom House, who were all indicted by the Grand Jury, have not yet been tried, and probably will not be, inasmuch as Gaffield is in Canada, and toe witnesses against the others are also sojourning within the jurisdiction of the New Dominion.

The Hebald has already given an account of the

within the jurisdiction of the New Dominion.

The Herald has already given an account of the extent of these giaring smuggling transactions, but I will nevertheless add the chief facts which have been elicited at the protracted trial. It appears from the evidence that early in the spring of 1869 certain parties in Boston, New York, and Yarmouth, Nova Scotta, conspired to take certain goods stored in Boston out of bond (receiving drawbacks thereon), export them in the usual way to Yarmouth, and from thence ship them coastwise; but instead of landing the goods at a coastwise port the vessels carrying flown rendezvousced at Tusket Island, on the Nova Scotia coast, where they were transferred to the vessel emiloyed in smuggling them back again into Boston and New York. This latter vessel was a small schooner of about forty tons, named the D. H. Hodgkins, belonging to this port. She was sought for Benj. Stanwood, of Yarmouth, N. S., but the bill of sale was made out in the name of Captain william Show. A captain named Show was employed to command this vessel; but the peculiarity of the transaction was, that while the captain's name was George Show the person in whose name the bill of sale was executed his brother, who was a teamster, was named George Show. A crew being obtained for the Hodgkins, she cleared for New York; but instead of going there direct went to Tusket Island, where a cargo of goods were taken on board, taken to New York, and there landed, as if direct from Boston. A number of empty domestic liquor, flour and other barries were taken, into which the liquors were transferred from the original packages, and nutnegs, cloves, &c., the nutnegs being marked "oak plugs." A man named Gamleid, a Custom House inspector in New York, acted as agrent for the goods in that eity, though Stanwood, Milis and Lund were, according to government witnesses, seen there engaged in the ousness connected with the sunuggled goods. After landing her cargo in New York and taking empty barries, &c., on board the Hodgkins and Lu extent of these glaring smuggling transactions, but I

claimed to be acting simply as a broker for other parties.

Mills, if he was one of the principals in the transaction, had covered his tracks so well that it was hard to make out a case against him—the only direct evidence obtained as to his complicity being the active part he took in the disposal of the smuggled goods in New York. An attempt to prove an alibit in this case was not successful. The principal witnesses of the government were George Snow, captain of the smuggler, who turned State's evidence, and his brother William, the teamster. Gaffield and Stanwood escaped to Canada, though the latter was in Boston last fail, and had promised to give important testimony in the case.

The b. H. Hodgkins, during the spring and sumther than the state of the supergreated to capture to the principal will be supposed to canada, though the latter was in Boston last fail, and had promised to give important testimony in the case.

The b. H. Hodgkins, during the spring and sumther than the control of the suppose we may properly speak of it as an isolated case.—Norfolk Journal, Jan. 11.

SHIPPING NEWS.

give important testimony in the case.

The D. H. Hodgkins, during the spring and summer of 1869, smuggled ten cargoes of goods into New 1 ork and eight into Boston. One of the cargoes smuggled was principally composed of nutimegs, the dury on which, if paid, would have amounted to nearly \$30,000. The first cargo was brought into New York in April of 1869, and the last one in November of the same year. Only a portion of the last cargo was seized by the government.

The amount supposed to have been fraudulently brought into the country in this vessel is estimated at about \$350,000, and the loss to the revenue by the transaction some \$125,000 to \$150,000, in gold.

A WATER FAMINE IN BOSTON.

The Supply of Manufacturing Establishments to be Cut Off Next Wednesday. BOSTON, Jan. 12, 1871.

The Boston Water Board have announced that, in consequence of the daily increased consumption of water, they will find it necessary to cut off the supply from manufactories on Wednesday next, in case there is no intervening rain, in order to keep intact the supply for domestic purposes. It is obvious that, in view of the dearth of water in the lake, prempt and efficient measures must be taken to prevent a water famine.

The water at the lake is four feet lower than it was last year at this period, and the consumption was ast year at this period, and the consumption of it seems to be greater this month than last, which is accounted for in the practice of many people letting the water run over night to prevent its freezing. The foot of the conduit at the lake is fourteen feet under the surface at high watermark, and the water at the present time is only about five and a half feet above the conduit. If it should fall two feet more then the manufacturers will have to suffer that domestic needs may be supplied.

turers will have to suffer that domestic necus may be supplied.

It is estimated that the manufactories, including distilleries, sugar reducties and railroads, use from 2,000,000 to 3,000,000 of the 14,000,000 gallons daily consumed, and should the order be issued shatting off the supply next Wednesday from 15,000 to 20,000 artisans, mechanics and working men and women of all classes would be thrown out of em-

women of all classes would be thrown out of employment.

If the water falls below the mouth of the condult at the take engines or some other force will have to be employed to lift it from the deeper places in the lake. Such engines are not in readiness, and could not easily be procured. The lowest point the water ever reached was in 184, when it fell to four feet and ten inches. East Boston was then supplied. Now, without East Boston, the water is down to within a very few inches of that point, and at the recent rate of consumption the supply will last only two or three days more. During the drought of 1844 arrangements were made to connect Dudiey Pond with the conduit, but before the actual necessity arose ran came in plenty. This year the supply in Dudiey and Dug ponds has actually been exhausted. So there is nothing to rely upon except the lake,

THAT JERSEY WATER P.PE.

Shifting the Responsibility-The New Pipe to

be Raised in Position To-Morrow. The grumbling in Jersey City and Hoboken on the water question has abated somewhat, as there is a fair supply of water to every quarter of the cities for one hour each day. It was expected that the Common Council would entertain the question at their late meeting, and Alderman Thomas offered the following resolution in reference to the water:—"Resolved, That the Board of Water Commissioners be requested to communicate to this Board, at its next regular meeting, what means were taken to guard against such an accident and what measures have been adopted to prevent a recurrence of it."

This resolution fully covered the ground, but no sooner was it offered than Alderman Sheeran took up the cadgel for the Water Commissioners, and with the help of Alderman Eege defeated the resolution when it was put to a vote. This extraordinary proceeding furnishes sufficient evidence that the wring" which the people defeated at the polls hast Novomber is not yet entirely broken, and there is a very bitter feeling in the matter. That any apologists could be found for the Commissioners can only be explained by the existence of a coalition for restablishing the domision of the "ring" at the next charter election. one hour each day. It was expected that the Com-

charter election.

The work of preparing the new pipe progresses rapidly at Belleville. The machinery for raising the pipe will be in working order by to-morrow morning, and it is expected that by Monday all will be completed.

THE WILLIAMSBURG MURDER.

Further and Important Testimony Before Coroner Whitehill-Adjournment of the

Coroner Whitehill and jury last evening resumed the inquest in the case of George Wilson, who was fatally shot on Sunday morning last by Silvie Maillard, under somewhat mysterious circumstances, at the Grand street ferry, Williamsburg. A large number of citizens listened attentively to the testimony and closely scanned the alleged murderer, Maillard, who is a diminutive Frenchman, about twenty-nine The following is the testimony elicited:-

Willard H. Taylor, sworn, deposed—I was driving a milk wagon down Grand street, on my way to New York, on the morning of the tragedy; when within men in the middle of the street; one was retreating and the other was following him up and making mo-

men in the middle of the street; one was retreating and the other was following him up and making motions to strike him; they had both reached the sidewalk, when I heard a pistol shot and saw the flash; I then got off my wagon and went to where one of the men had fallen; I found there Mr. Benson, whom I knew by sight; also saw the prisoner there, and knew him by sight; did not know either of their names; I asked what the matter was, and Benson said that the man was shot; Benson then ran up the street to look for an officer; while he was gone some men and myself took the deceased into a saloon; I then got on my wagon and went to New York; It was at that time half-past two o'clock in the morning; I did not see any blows struck by the man who was following the retreating man; If any blows had been struck I think I should have seen them; I heard no words spoken; the man who was retreating; there was only one shot fired; I don't know whether the men were under the influence of liquor or not; after the men reached the sidewalk I observed a person on the other side of the street; heard no cry for police.

Albert Quinn, sworn, deposed—I am an officer, attached to the Fifth precinct police; was on duty on Grand street on the morning of the strinst; at about twenty minutes after two o'clock, while walking down that street, I saw aman at the corner of Grand and First streets; he was acting in a peculiar manner, as if looking for somebody; he started on a run through First street toward South First, and thinking that he was running away from me I ran after him; when I got a short distance an old man told me that he was running for a doctor; I then turned back and saw a man running through water street, and I followed him and brought him back to where the deceased was lying; the man I brought back was the prisoner; I took the deceased into the salon opposite which he was lying, and lett him in charge of a person there while I sent for assistance; I sent a watchman to the station house for two men and brought him back to whe

METEOROLOGICAL RECORD.

Wednesday, Jan. 12-11:47 P. M.

Place of Obser- vation.	Height of Barometer.	ter Digrees.	the Wind.	Force of the Wind.	State of the Weather.
Augusta, Ga Baitimore. Budialo Budialo Charieston Cherenne. Chicago. Cficennati Detroit. Key West. Lake City, Fla. Milwaukee. Mobile. Nashville Nashville Nashville Nashville Philadeiphia. Philadeiphia. Pittsburg. Rochester, N. Y. Sayannah St. Louis. St. Paul. Toledo. Washington NC Norfolk, Va. Mi. Washington NC Norfolk, Va. Mi. Washington NC Mi. Washin	30.04 20.33 3.19 30.17 30.8a 29.98 30.23 30.25 30.57 30.57 30.42 30.43 30.45 3	50 68 59 54 60 54 41 46 43 43 55 58 13 51	W. S. E. S. E. S. W. E. S. W. W. S. W. E.	Brisk. Gentie, Gentie, Gentie, Gentie, Brisk. Caim. Caim. Very brisk. Very gentie. Very gentie. Very gentie. Very gentie. Caim. Very gentie. Caim. Very gentie. Gentie. Gentie. Calm. Very gentie. Gentie. Calm. Very gentie.	Cloudy, Clear, Cloudy, Fair, Fair, Clear, Fair, Clear, Light rain, Fair, Clear, Clear, Clear, Clear, Clear, Clear, Cloudy, Clear, Cloudy, Clear, Cloudy, Clear, Cloudy, Clear, Cloudy, Clear, Cloudy,

Sun rises...... 7 23 | Moon rises.mora 12 00 Sun sets. 4 55 | High water ... eve 1 18 OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTH OF JANUARY.

Steamer, 1 Sails 1 Destination, 1

			- Chares
Rhein	Jan 14	Bremen	7 Bowling Green
City of Wash't'n Heivetta	Jan 14	Liverpool	15 Broadway.
Ville de Paris	Jan 18	Hayre	58 Frondway
Erin City of Paris France	Jan 21	Liverpool	69 Remelway
City of Baltim're	Jan 21	Liverpool	7 Howling Green
Manhattan Iowa Deutschland	Jan 25	Classow	7 Powling Green
Washington	Jan 28	Bremen	58 Broadway. 7 Bowling Green
Wyoming	Jan 28	Liverpool	29 Broadway.

PORT OF NEW YORK, JANUARY 12, 1871.

CLEARED.

Steamship Missouri, Paimer, Havana—Atlantic Mail teamship Co.
Steamship Gen Barnes, Mallory, Savannah—Livingston, Ox A Co. Steamship Georgia, Crowell, Charleston—H R Morgan & Steamship Georgia, Crowell, Charleston—H R Morgan & Steamship Wm P Clyde, Sturgis, Wilmington, NC-Loril-ard Steamship Co. ard steamship Louis. Moore, Salyear, Newbern, NC-Murray, Steamship Louis. Moore, Salyear, Newbern, NC-Murray, Ferris & Co. Steamship Chesapeake, Johnson, Portland—J F Amea. Steamship Nereus. Bearse. Bouton—H W Whitney. Skip Jessore (Br). Santord, Liverpool—Snow & Burress. Ship Washington, Chase. Liverpool—C L Wright & Co. Bark Schamyl, Snow, Brindisi and a market-Fabbri & nship Co. dip Louisa Moore, Salyear, Newbern, NC-Murray,

hauncey. Bark Ebenezer (Nor), Olsen, Alexandria, E.—Funch, Edye Co. Bark Mayflower, Hotchkiss, Barbados-Hy Trowbridge's Sons.
Brig Joseph Howe, Wilson, Cork or Falmouth for orders—
HJ DeWolf & Co.
Brig Detmar (NG), Wenke, Cuxhaven for orders—Funch,
Edve & Co.
Brig Heien O Phinney, Boyd, Matanzas—Miller & Houghon.
Schr A L Putnam, West, Port au Prince—Brett, Son & Co.
Schr Vincent J Wallace, Allen, Jacmel—S C Loud & Co.
Schr S A Hammond, Westcate, Clenfuegos,
Schr B A Hammond, Westcate, Clenfuegos,
Schr David Babcock, Colcord, New Orleans—N H Brig-Schr Sparkling Sea, Falkenburgh, Savannah-Bentley, iller & Thomas. Schr Ben, Davis, Wilmington, NC—E S Powell. Schr E B Wharton, Bonsell. Baltimore—Wm Chalmers. Schr Persis S Smith, Robinson, Boston—S W Lewis & Co. Schr Blackstone, Mills, Providence—H W Jackson & Co.

ARRIVALS.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS. Steamship Cleopatra, Phillips. Havans Jan 7, with mase, to F Alexandre & Sons. Had strong head wind and sea. Steamship Mary Sanford, Chadwick, Wilmington, NC, 4 days, with naval stores, to Evaus, Ball & Co. Steamship Saratoga, Couch, Norfolk, with mase and passengers, to the Old Dominion Steamship Co. Steamship Wyanoke, Bourne, Norfolk, with mise and passengers, to the Old Dominion Steamship Co. Steamship EC Knight, Johnson, Georgetown, DC, with mase, to G B Merrick.

Ship Riversaise Br, Martin, Calcutta Sept 22, with mase, to Munzinger, Pitzippio & Co. Passed the Cape of Good Hope Nov 19, St Helena Dec 2; crossed the Equator Dec 12, in 10n 20 80; passed Bermuda Dec 28; since then strong NW gales. Dec 1, iat 1738 E. Ion 32 9W, spoke bark Helena, from Amoy for Georgetown 26 days. Dec 2, off St Helena, from Amoy for Georgetown 26 days. Dec 2, off St Helena, ship Ghyange, from Calcutta for Liverpool.

Ship Bessie Parker (Br), Cox, Briton Ferry 47 days, with rallway iron, to order—vessel to Jas W Elwell & Co. Came the southern passage; had fine weather up to Hatteras, since strong head winds.

Bark Hedvig (Swe), Hammargren, Batavia Oct 22, with sugar and paper to order—vessel to Wendt, Tetens & Bockmann, Passed Anjier Oct 23, Cape of Good tiope Nov 24, crossed the Equator Dec 17 in 10 38; had fine weather up to Hatterias; has been 7 days north of that point with heavy NE and Ny gales; Oct 27, hat 13 28, lon 91, E Osterblom, seaman, a native of Sweden, aged 18 years, died, and was buried at sea; Nov 13, 1st 27 58, 1on 45, spoke ship Early Morn (Br, from Mauritius for Cork.

Bark Loch Awe (Br, Farquhar, Batavia Aug 28, via Passaroeang Oct 1 and 8t Helena Dec 2, with sugar, to McCay & Phillips, Passed Cape of Good Hope Nov 14 and Crossed the Equator Dec 13 in lon 30 W; had hee weather up to the last 7 days, then strong N and NW gales; Oct 25, int 12 407 8, lon 66 48 E, spoke ship Gelrin, Leverpool 37 days. with mode, to Carver & Barnes. Had strong westerly gales to York.

Bark Lelia h Long (Er), Lewis, Liverpool 37 days, with mose, to Carver & Barnes. Had strong westerly gales the

from thence to Hatteras Rush mertherly them. Son 4, 20 miles south of Sandy Hook, and brig Rems, from — fer do.

Brig J W Beard (Br.) Parker, Liverpool, 55 days, with make, to Carrer & Barnes. Had heavy weather; has been 30 days west of the Baks.

Brig Sieipner (Nor), Addresen, Seville, 66 days, with cork, &c, to order. Was Id days in the Gulf with heavy N and NW gales. Dec El, lat 38 67, ion 66 40, fell in with the schr J Randolph, with flag of distress flying, having lost sail, boat, and being short of provisions, and supplied her; then she kept off for Bermuda, wind SSW. Jan 2, in the gulf, saw brig J L Oye steering cast.

Schr Anna Sanders (Holi) Heuvel, Montevideo, with hides, &c to Wm H T Hughes, had very rough weather Nov 28, lat 53 46 N, lon 32. Saw ship Golden State hence from south; same time ship Arexima.

Schr Victor, Mahony, Para, 21 days, with rubber, &c., to C Ludman & Co. Has been 9 days north of Hatteraa, with strong N and NW winds. Jan 4, lat 30 32, lon 71 05, saw ship Mary Russell, steering SW; no date, &c., saw brig Emily E Fowler, do do.

Schr Impulse (Br.), Curtis, Curacoa, 23 days, with hide and akins, to Schmillinsky, Lotz & Co. Has been 7 days north of Hatteras with strong N and NW gales; left no vessels in port.

Schr Of Sawyer (of Jonesport), Drisko, Mayaguez, PR, 17 days, with oranges to S Michalena—vessel to master. Had heavy gales from all quarters of the compass, with heavy northerly sea, the entire nassage.

Schr Sctagawa (of Gloucester), Bryrnt, Baracoa, 14 days, with ocoanuts, to J & J Pearsall—vessel to B J Wenberg; been 6 days north of Hatteras.

Schr Aradia & Laura (of Georgetown), M Inda', Baracoa, 14 days, with strong N and N W winds. Jan 7, lat 33 40, lon 23 42, spoke schr Edith, from ——, bound south.

Schr Emma, Waltman, Peterson, Virginia.

Schr Min Hommon, Peterson, Virginia.

Schr An Amella, Decker, Virginia.

Passed Through Hell Gate.

BOUND SOUTH. Steamship Mamsutta, Fish, New Bedford for New York,
Steamship Wamsutta, Fish, New Bedford for New York,
thin make and passengers, to Ferguson & Wood.
Sloop Oregon, Watroull, Providence for New York,
BOUND EAST.

Schr Zinzbeth M Smith, Doane, New York for New Bed-Schr Zinzbeth M Smith, Doane, New York for New Hayen.

SAILED.

Steamships Calabria, Liverpool; Gen Barnes, Savannan; Georgia, Charleston; W. P. Clyde, Wilmington, NC; Louisa Moore, Newbern; Hatteras, Richmond, &c; Missouri, Nassau

STEAMEHIP ANGLIA (Br), Craig, from New York (Jan 7) or Glasgow, put into St Johns, NF, 12th inst, leaky. for disagow, put into St Johns, NF, 12th inst, leaky.

Ship Young America. Cummings, which arrived at San
Francisco Sth inst from New York, struck on a reef of rocks
Oct 2, off Cape St Roque, where she remained over 4 hours.
She was finally got off, after a considerable quantity of her
cargo was thrown overboard. The pumps were sounded,
but no leak found, and no damage of a serious nature was
done to the ressel.

cargo was thrown overboard. The numps were sounded, but no leak found, and no damage of a serious nature was done to the vessel.

SHIP ARTISAN, Smith, from New York for Rotterdam, which arrived at Brouwershaven 2cth uit, encountered very heavy weather on the passage, and when within 40 miles of Fayat, which she endeavored to reach, but was unable to do so, spring a leak and shifted cargo, and made as much as 14 inches water per hour.

BARK SARAH M SMITH (Br), from Liverpool for Roston, is ashore on Shovelful Shoal. She lies eavy and does not lask. An attempt was made to cull her off Ah of 12th, but it failed. More of her cargo woute he discharged, and it was thought she would be got off last night.

BARK CRNTAUR (of Sheet Harbor, NS), Williams, from Liverpool, bound to New York, with general cargo, put into St Thomas Dec 37 in distress. She is badly damaged, with every piece of her cargo in a bad state. She was out 56 days. A survey shows her to have been hadly strained and crippled; makes six inches of the strained and crippled; makes six inches of fathoms of chain and best hawer gone; foremat, man and maintopmast survey; sixen gone; foremat, man and maintopmast survey; sixen gone; foremat, man had the maintopmast survey; sixen gone; foremat, man had beat standed and cargo discharged till leak is stopped.

BARK ADA, from Charlottetown, PEI, for Europe, is stranded and Cape Jack, Straits of Canso, Part of the cargo (oads) has been saved dry, and the balance in a damaged condition.

BARK MAGDALA, Coreland, from St John, NB, for Liverpool, which put back to the former port wateringged, dragged her anchors and went ashore recently on Navy Island.
She was got off Dec 3t, and will go on blocks.

BARK VOLUNTYER—Captain Blake, of the bark Volunteer, from Malaga for Boston, before reported, states that at
8 AM 9th inst discovered that the bark had 8 feet water in
the hold. Wind NNE, anowing and very cold. Made an
attempt to reach Provincetown, but the bark became waterlogged and rolled over on her side. Took to the boats and
landed at Provincetow. The steamer George Shattock afterwards towed the V into Provincetown, where she will be
discharged.

SCHE ANN ELIZA, from Ballimore for Boston, ashore on Sharp's Island, has been pumped out nearly dry a second time. Captain Baker arrived at Narfolk 5th inst for a diver and another steam pump, and with these he anticipates getting her off and back to Ballimore for repairs.

SCHE REDINOTON, from Reckland for Richmond, loaded with lime, ran ashore on Montay night, 5th inst, 19 miles south of Cape Heory. The vessel is tight.

Sohn Sedun (of Rath), Davia, from Portland for Balti-more, with a cargo of potatoes, dragged her anchors night of 2th inst at Newport, and went ashore on the obstructions near Long Wharf. She was got off next morning at 8 o'clock without damage by the U S revenue cutter Moccasin, and will proceed. SCHE NIAGARA—The steamer Resolute and two schooners were rendering assistance to sehr Niagara, from Mobile for Frovidence, ashore on Body Island, 9th inst. The weather had been very unfavorable for working on her. It was, however, thought that she would soon be off and into Norfolk.

WRECKING STEAMER W TTRUXTON, of the Neptune Sub-marine Co, has arrived at Bridgeport, Ct, having in tow the coal barge Gratis, raised by the Truxton off Milford harbor. The barge will be hauled up for the present on the flats near Cook's Point.

Cook's Foint.

CADIZ, Dec 19—The Kyrre, Halvorsen, from Leith for Philadelphia, which put in here yesterday making water, has been compelled to take assistance to numer; she may have to discharge the whole of her cargo (railway from).

LONDON, Jan 12—Ship Crescent, of Havana, was run fino in the Mersey and sunk. Several of her crew are mis-

ROCKLAND, Me. Jan II.—The revenue steamer McCulloch reports the schr M S Dyer, from Boston for Franklin, with a valuable cargo, as having gone, achore vestering on Horse Ledge, near Herring Gut, each ore hull stove. The schr was hauled off to-day by the McCulloch and towed into a safe harbor. The McCulloch also to-day fell in with a schr laden with wood, from George for this port, that had lost her sails, and towed her in.

Miscellaneous.

Purser J T Baldwin, of the steamship Cleopatra, from Ha vana, has our thanks for favors.

STEAMSHIP ARIZONA, Scabury, from New York Dec 22

for Hong Kong via the Suez canal, arrived at Gibraliar on the morning of the 5th inst. Ali well on board. BARK CALEBONIA, of Boston, built at Sunderland in 1855, 407 tons register, was sold by auction at Valparaiso for \$4200 cash. Notice to Mar ners.

The Dolphin, on Great Ped, Providence river. RI, having been knocked over by ice or some passing vessel, has been removed and replaced by a spar buoy, No 11, which until further notice will mark the site.

By order of the Lighthouse Soard.

J H STRONG, LH Inspector, 3d district.

New York, Jan 12, 1871.

New York, Jan 12, 1871.

Spoken.

Steamship Vazoo, Catherine, from Philadelphia for Havana and New Orleans, an 8, off Savannah.

Bark Capella, Husert, from Leith for Philadelphia, Dec 20, lat 52, 10n 2 E.

Bark Gemalok, Bunker, from New York for Montevideo and Buenos Ayres, Dec 18, lat 12 N, 10n 23 36.

and Buenos Ayres, Dec 18, lat 12 N, ion 33 36.

Foreign Ports.

Anjire, Oct 30—Passec by, Naval Brigade, Knight, from Manila for New York.

Ansinwall, Dec 22—Arrived, brig Sarah Peters, Andrews, New York; 25th, steamer Mexican Er), Windar, Santa Martin (and sailed Bist for Mobile and Liverpool via Carthagena and Port au Prince.)

Sailed 28th, bark Elliott Ritchle. Thomas, Cienfuegos.

Broomelaw, Dec 24—Arrived, bark Spanker, Whiteball, New York for Glasgow.

Brouwersshaven, Dec 25—Arrived, Artisan, Smith, New Nork (not Philadelphia—see Diasasters).

Brenwershaven, Dec 24—Arrived, America (a), Bussius, Yew York. Nork (not Philadelphia—see Diansters).

BRENERHAVEN, Dec 24—Arrived, America (a), Bussius,
Yew York.

BATAVIA, Nor 18—Salied, Bornec, Proctor, Sourabaya.

CALLAO, Dec 5—Arrived, ship Mount Pleasant (Br), Pentreath, King George's Sound.

In port Dec 21, ships Elizaceth Cushing, Colby, and Witch
of the Wave, Bachelder, unc; Brewster, Collins, do.

Salied Dec 14, ships Belie of the Sea, Spear, Ballesta Islands, to load guano for Hamburg or Rotterdam; 18th, Gen
Shepley, Marriman, for do, do (both before reported salied
for Guanape).

CLENFUEGOS, Jan 1—Arrived, schrs Ramon de Ajuria,
McBride, Philadelphia; T. W Vannaman, Sharp, do; 2d, Thos
Shay, Fisher, do.

FAYAL, Dec 7—In port schrs Wanata, Munsell, from New
York for Bilnos, to sall soon; Lath Bich, Paddock, condemned; Velunteer (Br), tor St Michaels, with cargo of schr
Lath Rich.

GRANGEMOUTH, Dec 24—Salled, ship Western Ocean (Br),
Davia, Pensacola.

GALWAY, Dec 28—Salled, ship Kendrick Fish, Watts,
Odessa.

GIERALTAR, Jan & AM—Arrived, steamship Arizona. GALWAY, Dec 28—Salled, ship Kendrick Fish, Watts, Odessa.

GIBRALTAR, Jan R, AM—Arrived, steamship Arizona, Seabury, New York for Hong Kong via Suce Canal.

GREYTOWN, Nic, Dec 16—Salled, brig Alfarata, Wallace, New York.

GEORGETOWN, PEI, Dec 21—Arrived, son Glenwood (Br). Anderson, Savannab (and commenced idg for Newfoundland).

HANBURG, Jan 9—Arrived, steamship Thuringia (NG), Ehlers, New York.

HONG KONG, NOV 5—Salled, ship Osceola, Walden, New York before reported in port Nov 15).

Arrived at do previous to Dec 18, ship Sonora, Palue, San Francisco via Honolulu, for Manila sood.

HAVANA, Jan 1—Arrived, bark Cardenas, Sundberg, New York; 24, brig British Queen (Br), Hawilngs, Amnapolis; bark James E Ward, Park, New York; Mh, selv Jan Foung, Wilson, Wilmutton, NC; th, steamship Caba. Diskchart, Pensacoia; sebr H Curtis, Curts, Wilmans, Charles, Cardenas, Sundberg, Pensacoia; sebr H Curtis, Curts, Wilmans, Cardenas, Crus, to sail for Nov.

Denia.

MELUOUENE, Nov 7—In port ships Springfield, Dw.
nuc; P Pendleton, Pendleton, do; brigs Nellie Hasti Hall, and Protege, Knowles, do; schr Maggie Johnson, i

Failed 22d, brig Lewis Clark, for Baltimore,
FANAMA, Dec 27—in port ship Valley Forge, Carney, from
New York, disc.
BINGAPORE, NOV 22—In port barks Agincourt (Br), Raman,
for Padang and New York; Napler (Br), Sinclair, for Boston; Lizzle Williams, Henry, for do, to sail 28d; Mois,
Smith, for Java. brig Lewis Clark, for Baltimore. Dec 27.—In port ship Valley Forge, Carney, fr ton: Lizzie Williams, Henry, for do, to sail 28d; Meils, Smith, for Java.

Santh, for Java.

Santh Aratha, Dec 22—Arrived, schr Frank Treat, Barker, New York (to return to Savanlila and Carthagena).

St Johns, NF, Jan 12—Put in, steamship Anglia, Cratyfrom New York for Glasgow.

Valparahao, Dec 2—In port ship Vermont, Higgins, for Callao, dig: bark Isaae Hall, Colcord, for ide, do: sain-Aleid, (Duigh), Lubbernich, from Antwerp for San Francisco, and rifes ist.

Sailed Nov 18, ships Sabino, Paine, Mejillones; 19th, J H Sietson, Steison, do—both to load for United Kingdom. Wellington, NZ, Oct 31—Sailed, Charles Brewer, Grannewskie, NSW.

American Ports.

BOSTON, Jan 11—Cleared, ateamship Saxon, Boggs, Phiadeiphia; sehr E. & L. Marts, Marts, Charleston,
Sat ed—Wind NW to SSW and SW, steamship Saxon; bark
Azello.

12th—Arrived, ateamship Ontarlo, Townsend, Liverpool;
barks Chineserin (Br., from Imique; Ocaan Facile, Waterhouse, Pensacola; brigs Josephine, do; Mary Lebiane, SS
Marc.

Azeilo.

19th—Arrived, steamship Ontario, Townsend, Liverpool; barks Chineserin (Br., from louique; Ocaan Eagle, Watershouse, Fensacola; brig. Josephine, do; Mary Lebiane, \$3 Marc.

Relow—Bark Warren Hallett, from Cape de Verd.

Balt/HMORE, Jan II—Below, in Annapolis roads, barks.

Lapwing, hence for Rio Janero; Gueste Truman, from Rotterdam, bound up; and off the Forkin, schrs Dani Holmest, and Maria Pierson, both bound up.

Cicared—Steamships Blackstone, Loveland, Boston vs.

Norfok: Leipzig (NG), Jacege, Bremen (and sailed); bark Young Eagle (Br.), Dick, Dublin; brig D C Chapman, Knight, Young Eagle (Br.), Dick, Dublin; brig D C Chapman, Knight, New York; J W Roberts, Thompson, Belfast; Ella, Grindari, Providence.

BRUNSWICK, Ga, Dec 25—Arrived, schrs Abbie Bursion, Lovell, New York; 30th, Kenduskeag, Wyatt, Bangor; Ella, Hamburg, Smith, New York.

Sailed Dec 20, sphrs Altavela; Jan 1, St Croix; 4th, S P, Hall.

In port 8th, bark Eos; brig Plover; schr Garland; and the above arrivals.

BRIDSH-PORT, Jan 12, Arrived, schr John Temple, Saye-

In port 8th, bark Eos; Drig Flover; schr John Temple, Sayabove arrivals.

BRIDGE-PORT. Jan 12—Arrived, schr John Temple, Sayage, Port Jedferson.
Salied—Schrs Escort, Rafford, and Isaac McKeen, MoRitchie, do.

GHAILLESTON, Jan 11—Arrived, bark Howard, from
Philade-inhia: brig M C Roosevelt, Savannah,
Salied—Barks Blomidon (Br., Cowen, Liverpool; Ciscar,
for Barcelons; Joven Reatriz, do.

12th—Arrived, schrs Willie Martin, New York; Lizzie Carz,

Philadeinhia; trig M C Roosevelt, Savannah.
Sailed-Barks Biomidon (Br. Cowen, Liverpool; Ciscar, for Barcelons; Joven Beatriz, do. 12th-Arived, schr & Willie Martin, New York; Lizzie Carr, Belfast.
Sailed-Steamship South Carolina, Beckett, New York.
FORTRESS MONROE, Jan II.—Sailed, bark Seraphina, for New York Vork.
Put in—Schr Virginia, from Virginia for New York, in discreas.
12th—Passed ont, steamship Leipzic, for Bremen; ship Ocean, for do; barks J Steele, for Rotterdam; Manitou, for West Index; drig Airolo, for do.
HOLMES HOLE, Jan 10. PM—Arrived, schr Adelbest, Farnham, Richmond (and sailed lith for Boston).
Sailed-Barks Ocean Eagle, Chinaserna, Sami E Spring; Dirigs Josephina, Mary Lebisine, Geo Burnham; sohrs William, Idelia Smail, L T Ruight, Montebello, R R; self and the port of the Marks of the Marks of the Arrived, schr Mald of the Risk.
MOBILE, Jan 7—Arrived, schr Mald of the Risk.
Smith, New York.
MOSLIE, Jan 7—Arrived, schr Mald of the Risk.
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Smith, New York.
MOSLIE, Jan 7—Arrived, brigs Eolo, Cormes, Center Marie Angela, Sensat, Havana: schr Challenger, New Olkleans, Jan 7—Arrived, brigs Eolo, Cormes, Center Marie Angela, Sensat, Havana: schr Challenger, Freeman, from Antwern betore reported arrived 5th); harks Marbichead, Collins, from Boston; Peabody, Sandbald, from Carliff; brig Maria Rosa, Mentraw, from Havana: schr Sh Ingrantam, Packand, From New York; B Remery, Clavton, from Philadelphia via Key West.
Cleared-Steamship Henville, Baker, New York; Shap Riverside, Randall, Bremen; barks Mag-ie Monell, Smith; Sea (Br.) Bonner, and Nova Scottian (Br.), Hatheld, Liverpool; brig Margaret, Johnson, Charleston; schr Shape, Curter, Steamship Achilies, Coburn, Philadelphia, Packar, Pippener, New York; B Remen, Sailed—Ship Alexander Menell; hriz Helena M Rawleys, achr s Florence N Turner, and Gestrute Hawas.

boody hatch and lost everything moveable off deck; came the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage, as far south as lat 23 and had no Notice the southern passage and the souther

schrs Electric, Murray, Indianola; A L Bu PHILADELPHIA, Jan II-Arrived, steamship Hunter, PRILADELPHIA, Jan II—Arrived, steamship Hunter, Harding, Providence,
Cleaved—Steamship Arles, Wiley, Boston; brig Herrops
(Br), Lees, Laguayra and Porto Cabello; schr Thos Clyde
Chain, Trinidad de Cuba.
Lewes, Jan II, AM—One schooner going in. Vessels)
harbor unchancel. Wind S, steady.
PM—Nothing pacsing in to-day. In harbor, schr Eagls,
for Baltimore, lost anchor; schr A J Raymond, lest anchor;
schr Lottie, from Philadelphia for Huston; schr White Sea,
for do, returned, and tugs America and Hudson. The Leeges
lightship was towed in harbor by the Bundson. The lagges
hare to seaward.
PORTLAND, Jan 10—Cleared, bark Mary E Libby, Libby,
have to seaward.
PORTLAND, Jan 10—Cleared, bark Mary E Libby, Libby,
Mayana (not New York); schrs J G Craig, Maxweli, Bah's
more; Neille Chase, Unton, New York.
Salled—Bark Mary E Libby; brig John Sanderson, and
others. Salied—Bark Mary F. Libby; Drig John Sanderson, and Others.

11th—Cleared, brig J B Brown, Bain, Matanzas; schr Onward, Bunker, Ponce, PR.
PROVIDENCE, Jan 11—Salied, schra Wetanga, Means, Washington, NC; L A Rose, Rose, Newbern, NC; J W Had, Powell, Baitimore.
Salied—Schr D W Saunders, Murray, Newbern, NC, RICHMOND, Jan 10—Arrived, steamships G B Upton, Roberts, and Saratoga, Gouch, New York.
Cleared—Schr J F Farland, Column, Rio Janeiro.
SAVANNAH, Jan 7—Cleared, bark Geo Durkee (Br), Legie, Livernool.

Leslin, Liverpool.

Salled-Rarz Douelas Castle (Br), Lindegreen, Liverpool.

WILMIN(TON, NC, Jan 8-Arrivo), schra Ella Hodson

NLMIN(TON, NC, Jan 8-Arrivo), schra Ella Hodson

Sth—Cleared, schr Eva Adele, Eaton, New York.

MISCELLANEOUS.

A. THE LOTTERY INJUNCTION CASE—A CARD
A. from "One Who Knows."

TO THE EDITOR OF THE ST. LOUIS TIMES:—
Happening to be in the city for several weeks my attention has been arresied by the frequent articles which have appeared in your city papers touching an injunction obtained by Sen Wood, of New York, against Meers. Murray, Misher & Co., managers of the hissouri State Lottery.

I am informed that Wood has solemnly swoon that he is a large owner in this framchise. I am more than surprised et lits because the witer, being seed a consultation of the properties, imagerato the land as which wood and their being the surprised of the surprised exhibits to the late of the surprised of the surprised exhibits to the late of the surprised of the surprised

A BSOLUTE DIVORCES LEGALLY OBTAINED IN different States, Desertion, &c., sufficient cause. No publicity. No charge until divorce obtained. Advice free. M. HOUSE, Autorney, 180 Broadway.

A GODSEND.

A GODSEND.

Dr. THORP'S NEW SYSTEM, office 56 West Twenty-fourth street.—Miracles per, ormed every day. The large walk; the duan bear; the dumb speak, and those near their graves raised to perfect health immediately.

A GREAT REDUCTION IN TEAS.—EVERTBODY should call at 26; Greenwich street and see the low prices of Teas, Coffees, Sugars, Flour and all kinds of Grocries; one price; each only. THOMAS R. AGNEW.

NO MORE MEDICINE.—PERFECT HEALTH REstored to all by Dubarky's delicious REVALENTA FOOD, which offectually cures dyapepaia, constitution, consumption, diarrhous, and all liver, billious and stomach complaints; copies of folde cures can free on demand; sold in tase; 1 b. 51 25, 13 bs. 516. Dubarky & CO., 16